

### **Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing of Claims:**

1-9. (cancelled)

10. (new) A method for controlling a drive train for a motor vehicle, the drive train including a drive machine, an automatic gearwheel variable-speed transmission, an automatic clutch, which is arranged between the drive machine and the gearwheel variable-speed transmission, and a control device, the method comprising:

the control device making a selection as a function of selection rules and vehicle parameters and variables as to whether the automatic clutch remains engaged or disengaged when a gear change takes place from an original gear to an intended gear in the gearwheel variable-speed transmission;

when the gear change is carried out with the clutch engaged, synchronizing the rotation speed of a transmission input shaft to an intended rotation speed in the intended gear by controlling the drive machine;

carrying out the gear change exclusively with the clutch disengaged under at least one of the following two situations:

after an initial starting-up of the drive train until all of the vehicle parameters and variables which are relevant for the selection have been determined by the control device, and

when a malfunction is identified in a component of the drive train.

11. (new) The method as claimed in claim 10, further comprising:

the control device carrying out a test to determine whether the gear change can be carried out with the clutch engaged; and

making the selection based on a result of the test.

12. (new) The method as claimed in claim 11, further comprising carrying out the test as a function of vehicle parameters and variables.

13. (new) The method as claimed in claim 12, further comprising carrying out at least one of the selection and the test in some operating areas as a function of the intended gear for the gearwheel variable-speed transmission.

14. (new) The method as claimed in claim 13, further comprising carrying out at least one of the selection and the test in some operating areas as a function of variables which describe the environment of the motor vehicle.

15. (new) The method as claimed in claim 11, further comprising carrying out at least one of the selection and the test in some operating areas as a function of the intended gear for the gearwheel variable-speed transmission.

16. (new) The method as claimed in claim 11, further comprising carrying out at least one of the selection and the test in some operating areas as a function of variables which describe the environment of the motor vehicle.

17. (new) The method as claimed in claim 10, wherein the vehicle parameters vary.

18. (new) The method as claimed in claim 10, wherein the gearwheel variable-speed transmission has a synchronization device which is driven by the control device and which is used to brake a transmission input shaft, and wherein in an upshift gear change with the automatic clutch disengaged, the

control device selects whether the synchronization device is used to brake the transmission input shaft.

19. (new) The method as claimed in claim 10, wherein at the start of a downshift gear change, the clutch remains engaged, and the control device drives an actuating element to deselect the original gear, determines a time since the driving of the actuating element, monitors whether the original gear has been deselected, and if the determined time exceeds a threshold without the original gear having been deselected, disengages the clutch.

20. (new) The method as claimed in claim 19, wherein the stated threshold is dependent on at least one of vehicle parameters, vehicle variables, and variables which describe the environment of the motor vehicle.